

Idaho Logging Safety News

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Division of Building Safety, Logging Safety Bureau

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WHAT'S BEEN HAPPENING by David Kludt

I suppose it wouldn't be necessary to say that this has certainly been one of the hottest and driest summers that we've seen in many years. Even though most of you are on hoot-owl at the time I'm writing this, it scares me to think of what can happen in that last hour or so of the day when the heat is extreme and the tendency to cut corners becomes greater. Hopefully we can look back at the end of this summer and you can tell me my concerns were unwarranted.

I continue to hear about truck driver injuries around the country. They haven't been that serious, but the frequency is what bothers me. Statistics show that the main cause of most truck driver injuries is slips and falls. None of the accidents that I have heard about have fit this category but regardless, we still have some work to do.

Some of you have been having safety audits by the mills that you work for and are having a little problem with your safety

plans. If you're having problems understanding what you have or it doesn't appear to fit your operation, it probably isn't doing you much good. Don't be afraid to call if you want to go through it and possibly make a few changes so the plan fits your operation better.

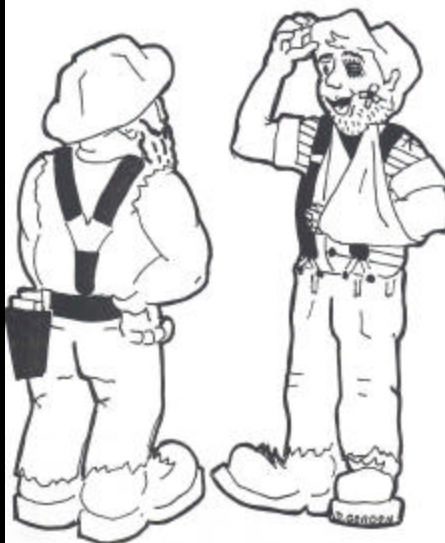
That's enough for this time. Keep up the good work!

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I promised my wife I would take her to a remote area with a lot of water for her birthday

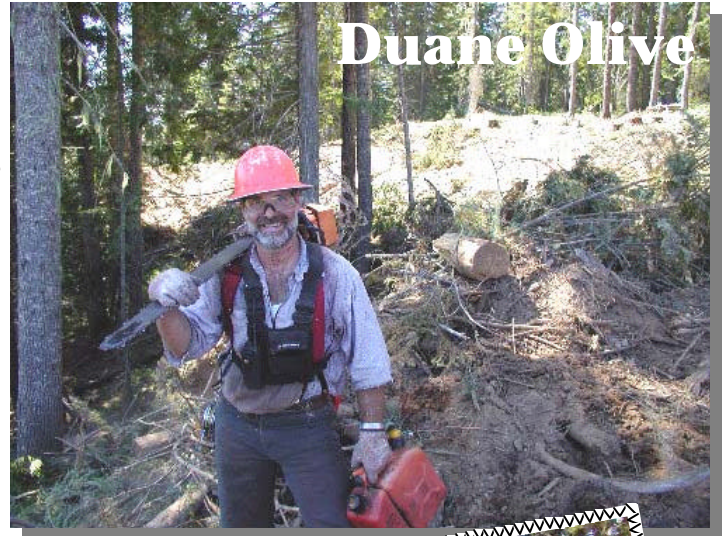
I guess she didn't appreciate it when I took her to the woods and let her drive the water truck!



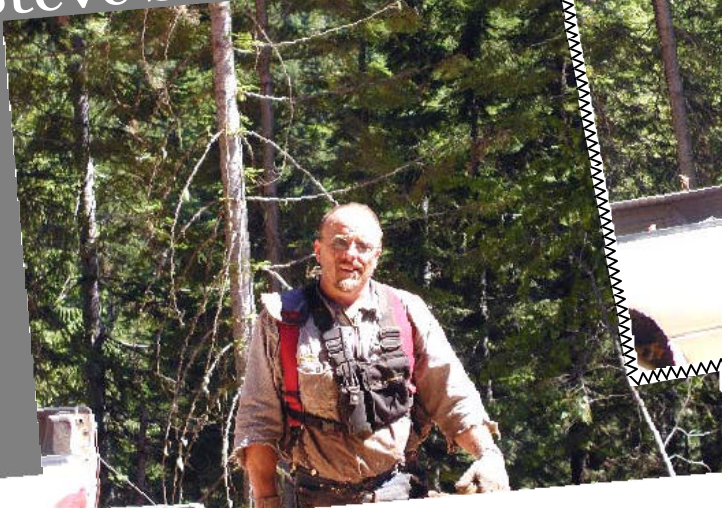
SLACKLINE LOGGING

This is part of Slackline Logging out of Kamiah. Duane Olive and Steve Schilling started this contract cutting outfit a year and a half ago. They run about 8 sawyers and do the cutting for several outfits in the area. These guys were strip sawing for Dabco Logging on this particular day. So far they have an excellent safety record but they do realize they've taken on one of the highest risk jobs of logging. To help eliminate some problems they have provided all crew members with SMR portable radios plus they have a couple of satellite cell phones to take care of communication problems. This is extremely important when their saws get out by themselves cutting road right-of-way. They are trying to stay small enough so they can keep a handle on all their jobs and on the sawyers they hire. It sounds like they have gotten off to a good start. Good Work!

Duane Olive



Steve Schilling



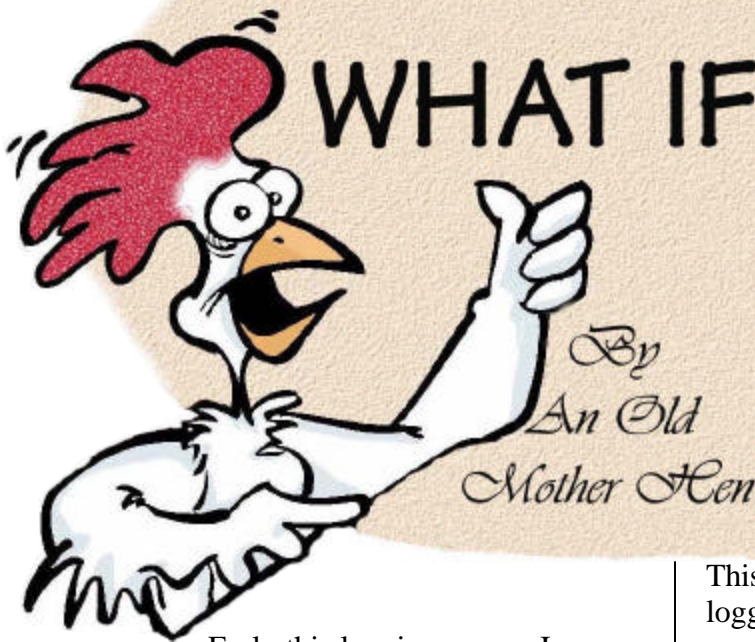
Pete Morgan



NEAR MISS



A log truck driver narrowly escaped serious injury when he was pinned between the counter weight of the loader and the logs on the back of his nearly loaded truck. The driver was painting numbers on the load when the hoister swung around to grab a couple more shorties. Luckily the driver received only bruises from the incident. How many drivers have been killed from this very same scenario???



Early this logging season I was visiting with the owner of the company. He had one of his skidders out on top of a steep, poorly designed switch back to pull the trucks up around it. Even though he had about a hundred other things he needed to be doing at the time, he knew that this was just part of logging.

As we were discussing all the different awards he would have liked to give the road engineer for designing this switch back, a giant diesel came bouncing around the corner in a futile attempt of making the hill. I walked down to the truck to help the driver hook the chokers on. As the owner backed the skidder down to the truck I mentioned to the driver that he may want to stand to the side until the skidder came to a stop. "It's alright, he is watching me", was the driver's response. I didn't make a big deal out of it because after all, here was a guy working his tail off wanting to get things done as fast as he could.

After the skidder and truck went by I continued on in toward the job site, but I couldn't get that picture of the driver being between those two rigs out of my mind. Like I mentioned, that part

of the road was steep, and yes, the operator was as competent as they come, but what if just one little thing went wrong. What if the engine died and there were no brakes, or if the brakes failed completely. What if the operator's foot slipped off the pedal or what if the safety guy had left his coffee cup underneath the brake pedal while he had been talking to the owner earlier.

As the day went on this incident wore on me. I remembered horrible accidents resulting from similar activity that I hadn't thought about in years.

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This summer I have seen several instances where loggers have put themselves in a bad place. A young fellow helping to set chokers was standing against the butt of a tree as the cat backed up to him. He wasn't on the downhill side, but still, weird things can happen. What if that cat skinner's attention was drawn away for two seconds? What if a shorty swapped ends while the landing man was between the loader and a drag of logs coming through the landing? What if the crummy driver's cork boots slid off the brake as he was backing up the pickup while the machine operator was standing against the machine waiting for fuel? (The brake pedal is metal because the corks have worn the rubber off years ago!)

I don't know if these things are happening more or if that truck driver standing between his truck and the skidder at the first of the year just made me pay more attention to that type of stuff. Or maybe, as a young timber faller told me the other day, "Galen, you are getting worse than an old mother hen". He is probably right but the next time you are in between a couple of objects heading toward one another, ask yourself WHAT IF! Make an old mother hen happy.

FARRELL LOGGING, ST. MARIES, ID.

By Cliff Osborne

One doesn't have to worry about experience here because these men started logging in the late sixties. They are currently logging a private patch near St. Maries. Just the white fir is being removed, leaving a healthy stand of doug fir, larch and cedar for the future. It looks like a park after this crew leaves.

Rick Farrell



John does the falling and Rick skids. Rick might buck a few drags to keep from getting plugged. John then comes in and bucks. This makes for a safe operation with everyone out of each others way.



John Magallon



Greg Stancil does the loading and hauling with his self-loader truck, taking care to sort out culls and pulp to be hauled at a later date.

ACCIDENT

A timber cutter was sawing in a line strip just below a newly built road. He had just fell a large white fir and started to work it up when a log from the road right-of-way broke loose and came down the steep hill. The log struck him in the back and rolled over the top of him causing major damage. Luckily, the log knocked him into a hole or he might very well have been crushed.

Wayne & Becky Farling

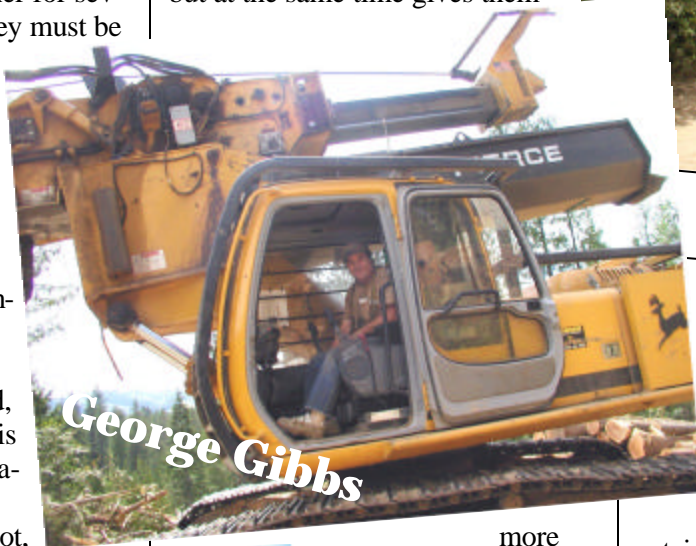


Webco Logging in Coeur d'Alene is owned and operated by Wayne and Becky Earling. They have been logging for nearly nineteen years and have had the good fortune of working for the same land owner for seventeen of those years. They must be doing a good job to be there that long and still have enough work to last well into the future. The fact that not only do they take care of the logging but also the road building and brush burning has contributed to this longevity.

Wayne worked for his dad, Ed, before going out on his own. He got a good education on how to work long, hard hours and like it or not, this has paid off

for him over the years.

Webco sends their logs to all the mills left in the area. That takes several sorts and adds more work, but at the same time gives them

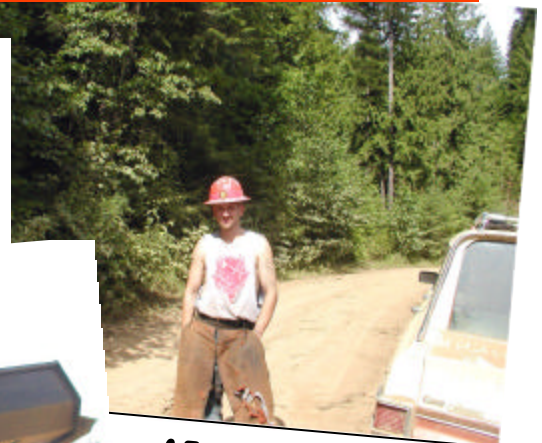


George Gibbs



Joe Herrick

more market flexibility during these tough times. Due to all the quality control and small logs they have been forced into going mechanical and it has been a good fit. They continue to move a good volume of logs and are about as steady as any out-



Nick Farling

fit in the area.

Both Wayne and Becky feel there is still a future in this business and the fact that the land owner cares about them and makes sure they do OK certainly helps. They have also been able to raise three children so they can handle about anything. The only things that really bothers them are the market and the weather, and like everybody else haven't figured out how to control them so they just take things as they come.

From my observation over the years this is a well run company that believes in safety and doing a good job of logging.

LOGGING EQUIPMENT VANDALIZED

In case you have forgotten the reason you logging contractors have been getting out of bed at 4 A.M. and putting in fifteen-hour days for the last thirty years, I guess I have the answer. It is so some pathetic, worthless piece of human trash can vandalize your logging equipment.

The picture shows just two of the cab windows broken out of a road grader. They also used the grader to crash into trees, knocking over some of a size big enough to surprise you. Of course this tore the front end completely out from underneath the machine. They also got into the water truck long enough to tear out the transmission and clutch. The operator, who worked hard at taking good care of these machines for many years, brought up the point that they really didn't know yet what other damage there may be. Like he said, when you do that much destruction it has to hurt other parts of the machinery.



Of course the “who knows how many thousand dollar” bill gets sent to the contractor but we all know it affects a bunch of people. If there was a chance at maybe a new crummy or even a raise in the future, you know it went to a new front end and transmission.

I am not sure exactly where this fits into “Logging Safety News” but I am about fed up with this kind of *?!*. This logging crew, like every other logging crew in the northwest, works too dang hard to deserve this.

Well, maybe they will find who did it. The boys said something about “negotiating a settlement” with these individuals.

A sawyer narrowly escaped death when he was struck by a tree he had fell into some thick, brushy reproduction. The tree he was falling was short and bushy and about a foot in diameter on the butt. When the tree fell it hit the thick reprod and shot back across the stump striking the faller in the chest. He received three broken ribs from the incident.

This type of accident happens many times during the year because a lot of fallers stand at the stump while the tree is falling. Regardless of what the situation looks like, get in the simple habit of moving away from the stump each time a tree is fell.

HELP ME WITH SOME ARTICLES BOYS!!!

Old Kludt called awhile back saying it was time to get some articles for the next newsletter. I told him I had been thinking about it, and to tell the truth, I couldn't think of one darn thing to write about. Those loggers are working their tails off on this logging safety stuff, which of course is good, but it sure doesn't give me any ideas for articles.

That is not the way it's always been of course. In fact, I got to thinking back to the first day of my logging safety advisor career. In just one day out visiting a logging outfit I had enough "inspiration" to write articles for the next several years!

The first lumberjack I ran into was a big, old guy running a self-loader. This outfit was logging some dead and dying bull pine and for market

They did have a bunch of the logging lingo down such as "look out", "run the other way" and "Oh No".

reasons were bucking most at forty-one feet. Now this logger was sitting up on that loader with his baseball cap on, heeling those long, brittle bull pine right back over his head. Of course the self-loader was of a "vintage" brand, so it was quite jerky. Every time, he would lift one of those logs about half way up and stop, then jerk her on over the stakes. For dried out pine that stuff would bend an amazing amount. Then, just when I was



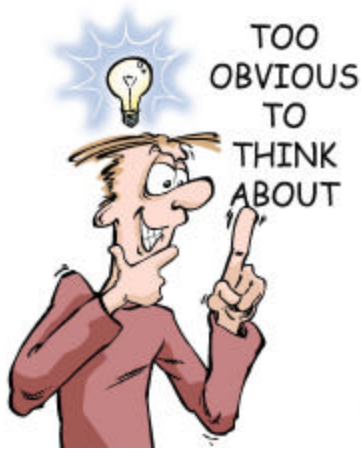
positive the log would break in two and the one end would land on this guy's head, it would flip onto the truck. "What do you want?" he barked down at me. "Nothing sir, just looking for the timber fallers." "Oh, they are probably around somewhere, I just seen them a couple of days ago."

Gladly escaping this situation, I headed up the trail toward some power saw noise. When I came around the ridge I ran into two very young (high school must have been out for the day) timber fallers. They too were wearing what I assumed was the required company baseball caps. It was very easy to study their work habits since they were about fifty feet from each other. They did have a bunch of the logging lingo down such as "look out", "run the other way" and "Oh No".

"What do you want?" the one young fellow asked as he was pulling some branches and the top off his partner. "Well, I was just looking for the skidder operator" I said a little shakily. "This outfit owns a skidder?" asked the Sawyer with the blood running down his neck.

With that I headed for a plume of dust coming from around the bend. When I reached the skidder I encountered a very large fellow (with the company ball cap) that was straightening out the kinks in his bull line, by hand. "Who are you" I heard him ask as I was reading all of his misspelled tattoos. "Well, I happen to be the *STATE* logging safety advisor" was my response that I was sure would impress. Now after he got done chewing on that bull line, which I am sure he was doing hard enough to bite through if he would have had any teeth, he started to tell me about the time he had served in that prison back east after his last encounter with an "alien guvment" fellow. I said, "I am with you brother and wish I had more time to talk, but who knows who's watching us now!" He agreed, and I left.

So Mr. Kludt, don't you see, the reason I can't come up with an idea to write about in our newsletter is not my fault, it's these loggers we have working now days. They are just doing everything too darn good!



have all of the things that are required by the OSHA standard for logging.

Loggers always seem to come up with innovative ideas to handle situations that occur in the woods. The following are a couple of good ideas for first aid equipment:

Richard Donner who has a logging truck in Orofino put together his own first aid kit. He used an old cell phone bag to store the equipment. One nice thing about this was that the bag was fairly large and had numerous compartments to help separate the components. This kit contains all the required first aid supplies plus a lot more. He figured it cost about \$30 for supplies, which is a fraction of the cost of most kits on the market. Remember, just because you buy a kit that says OSHA approved, it may not



Another good idea was a spine board built by Bobby Dodge of Orofino. He made the board out of a ¼ inch thick piece of plastic that originally was a kick panel on a horse trailer. It was 5 and ½ feet long so it would fit easily in the back of a pickup or behind the seat. You're probably wondering how a piece of plastic this thin could hold up a person without collapsing. He made the board a little wider than normal, 20 inches, so that when you pick up on the sides of the board, they roll up around the injured person. This roll not only keeps the board rigid, it also helps keep the person on the board. Good idea Bob!



ACCIDENT ~ A log truck driver was injured while hooking up his trailer pintal hitch and hoses. After unloading the trailer the hoister swung around to sort some logs on the bank. He knocked a large white fir loose on the deck. He tried to stop it from sliding with the log in his bucket. As he was doing this, the sliding log knocked the log in the bucket loose from the heel rack causing it to flip around and pin the driver between the frame and the reach. The driver was lucky to walk away from this incident.

ACCIDENT ~ A log truck driver received a broken shoulder when he was struck by a log during the loading process. The driver was pulling his front bunk pin while the hoister was trying to place a face log on the truck. The log missed the front stake

and hit the driver on the shoulder. The loader operator didn't see the driver and when he received no response when asking about the amount of weight he needed, he got off the loader and found the driver unconscious beside the truck.

I know it's been said a hundred times, but you need to assume that the loader operator can't see down the side of the load once the truck is nearly loaded. Stay

in front of the cab guard until the operator indicates that he is ready for the wrappers.

ACCIDENT ~ A truck driver received minor injuries to his head when the truck he was driving tipped over on the landing. This was one of those typical spring jobs where conditions were pretty soft. As the driver prepared to leave the landing with his load, he backed up to get lined out better. The trailer dropped down into a soft spot and over she went. Now, this doesn't sound too bad, although the truck had a self loader which may have caused things to go faster and harder. Being an experienced driver he had placed all of his tools in a metal box behind the cab guard so there wasn't much left in the cab that could hurt him. This is where things started to fall apart because apparently "Freddie" was back. The driver had put his limbing axe in the cab with him. As the driver emerged from the cab with blood everywhere, the owner of the outfit realized they had a problem. The driver was rushed to the hospital where luckily some stitches to the side of the head took care of the problem.

One of the reasons I wrote about this accident is that we're all guilty of having things in the cab that shouldn't be or that should at least be tied down just in case we get into an unexpected situation.



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